

NOTICE OF PREPARATION

To: Distribution List

Subject: NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Lead Agency: City of Chula Vista, Development Services Department
276 Fourth Avenue
Chula Vista, CA 91910

Contact: Benjamín Guerrero, Development Services Department, (619) 476-5311

The City of Chula Vista publicly announces its intent to initiate the preparation of a Program Environmental Impact Report (PEIR) for the following "project" as defined by the California Environmental Quality Act (CEQA) and set forth in Public Resources Code Section 21000, et seq.

The City of Chula Vista is the Lead Agency to prepare the PEIR. A description of the proposed project as well as an explanation of the potential environmental effects is provided in this Notice of Preparation.

Please provide your written comments including specific statutory responsibilities of your agency, as applicable. Written comments must be received at the earliest possible date, but **no later than 30 days** after the receipt of this notice.

A public scoping meeting will be held on Thursday December 15, 2011, from 1:00 p.m. to 3:00 p.m. in Room C-101, next to the Council Chambers, at the Chula Vista Civic Center, located at 276 Fourth Avenue, Chula Vista, CA 91910.

The purpose of the scoping meeting is to solicit input from responsible and trustee agencies as well as interested parties and members of the public on the scope of issues to be addressed in the PEIR.

Please send your response to this Notice of Preparation and the name of the contact person to Benjamín Guerrero at the address shown above, or via e-mail to: bguerrero@ci.chula-vista.ca.us


Project Title: Palomar Gateway District Specific Plan

Project Location: The Palomar Gateway District Specific Plan (PGDSP) area encompasses approximately 100 acres in the southwest area of the City of Chula Vista and includes the properties north of Palomar Street around Walnut Street, Trenton Street and Industrial Boulevard. Further east, the PGDSP also extends north from Palomar Street to Oxford Street. South of Palomar Street, the PGDSP extends along Industrial Boulevard and Frontage Road to Anita Street.

Project Description: The PGDSP has been prepared as a neighborhood-level planning document which provides updated zoning regulations, development standards and design guidelines to implement the planned land uses as envisioned by the City's General Plan. In addition to being a land use regulatory document, the PGDSP also outlines the framework for the provision of urban amenities and other public improvements associated with new development. The planning year horizon for the PGDSP is 2030.

Date: November 22, 2011

Signature:

A handwritten signature in black ink, appearing to read "Benjamin Guerrero", is written over a horizontal line.

Title: Benjamín Guerrero, Senior Planner

Attachments:

- A Regional Location Map
- B Site Location
- C Development Standards for Palomar Transit Plaza Subdistrict (MU-1)
- D Development Standards for Mixed Use Corridor Subdistrict (MU-2)
- E Development Standards for Palomar Residential Village Subdistrict (PRV)
- F Development Standards for Palomar Neighborhood Retail Cluster Subdistrict (PNRC)

NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED PALOMAR GATEWAY DISTRICT SPECIFIC PLAN

PROJECT LOCATION AND SETTING

As shown in Attachment A, Regional Vicinity Map, the proposed Palomar Gateway District Specific Plan (PGDSP) is located in the southwest corner of the City of Chula Vista, near the interchange of Palomar Street and Interstate 5 (I-5), within the County of San Diego, California. The proposed PGDSP is approximately four miles north of the international border with Mexico. The boundaries of the PGDSP include approximately 100-gross acres surrounding the Palomar Transit Station at the intersection of Palomar Street and Industrial Boulevard (see Attachment B). The PGDSP area includes the properties north of Palomar Street around Walnut Street, Trenton Street and Industrial Boulevard. Further east, the PGDSP also extends north from Palomar Street to Oxford Street. South of Palomar Street, the PGDSP extends along Industrial Boulevard and Frontage Road to Anita Street. A San Diego Trolley light rail transit station, Palomar Transit Station, is located within the PGDSP at the intersection of Palomar Street and Industrial Boulevard. The PGDSP area is considered the major southern gateway to the City of Chula Vista for visitors entering both from I-5 and from the San Diego Trolley.

PROJECT BACKGROUND

Plan Development and Public Participation

In creating the PGDSP, a strong public engagement strategy was initiated by the City of Chula Vista. The community outreach effort involved various citizens and interest groups and built upon several pre-existing community outreach and education efforts. In 2007-2008, the City established the "Southwest United in Action" community strengthening effort. This project sought to establish a stronger dialogue between the City and the community and to build connections between the City and other resource providers in the southwest area of the community, in advance of specific planning in this area. Through multiple community events, surveys, and meetings, the Southwest United in Action effort helped clarify the priorities of the southwest community. The final component of this effort was the Southwest Leaders' Conference which took place in May and June 2009, and provided greater detail on planning, municipal finance and community leadership.

The first phase of the specific planning process for the PGDSP and southwest area included a series of three Urban Design Workshops, each focusing on different "areas of change" that had been identified by the 2005 General Plan. The Urban Design Workshops were held in July and August 2009 and attracted new participants, such as business owners, residents and community members and many participants from the Southwest Leaders' Conference. Eighteen community members, each from various backgrounds, attended the Urban Design Workshop for the PGDSP area.

From the Southwest Leaders' Conference and the Urban Design Workshops, the City identified and reached out to a group of individuals and stakeholders with interest, knowledge of the area, and leadership abilities to be part of and actively participate in the Southwest Working Group (SWWG). The SWWG represents a cross-section of the southwest community, including community organizations,

businesses, and residents. This group was tasked both with providing oversight for the southwest planning efforts, and with working to engage other members of the community with the process. The first SWWG meeting was held on December 14, 2009, and was attended by 21 members. These working group participants met monthly to review and direct the latest planning efforts. In addition, the SWWG participated in several workshops to provide input during the PGDSP planning process and were encouraged to get other members of their communities/organizations to attend working group meetings and other workshops.

The City also held public meetings throughout 2010 and 2011 to provide an introduction to the PGDSP process, including the scope of work for the process. An additional public meeting featured a presentation by SANDAG staff, which explained the 2030 Regional Comprehensive Plan and how the local efforts in Chula Vista relate to this process. In March 2010, SWWG participants were provided with a "SWOT" (Strengths, Weaknesses, Opportunities and Threats) Analysis prepared by the City for the PGDSP, and were asked to augment the list as they saw fit. This early input helped form the baseline conditions for the PGDSP planning effort.

The SWWG participants were provided with an overview of the existing conditions findings for the District. Working group members expressed frustration with the limited area to be studied under the PGDSP, suggesting that much of the success or failure of the District will rest upon the surrounding areas. In particular, Working Group participants were concerned about the pedestrian connectivity to the District from Palomar Street and Orange Avenue, which have areas with informal or unpaved sidewalks. Working group participants were also particularly focused on how to resolve traffic congestion in the District, and suggested widening streets, or creating a Main Street exit off I-5 to relieve congestion at the Palomar Street exit. Presentations by planners from SANDAG on the 2030 Regional Comprehensive Plan and the 2030 Regional Transportation Plan suggested that the future grade separation of the trolley and improvements to the Trolley's Blue Line overall may also help reduce traffic congestion in the area.

As the planning process advanced, staff sought to involve SWWG participants in the selection of consultants to perform the traffic, market, and environmental studies conducted for the PGDSP. Consultants often met with the SWWG as one of their initial steps in the process, and SWWG participants provided valuable input on drafts of the market study and other documents, reflecting their day-to-day, practical experience with the District.

The finished PGDSP document bears the mark of this extensive public outreach process. Staff and SWWG participants have worked hard to develop a plan that both allows transit-oriented development in the District, and at the same time doesn't overburden this already-congested area with additional auto trips. Ideally, SWWG efforts to balance the demands of this area would be supported by broader infrastructure change that would allow the intensification of land uses within the District while still ensuring that it is a pleasant place to live, work, and enter the southwestern portion of Chula Vista.

City of Chula Vista General Plan (2005)

The City's General Plan focuses on the currently developed areas of the City, in particular the western portions. The General Plan is based upon many of the common elements and concepts of smart growth, which the PGDSP is also based upon, including:

- Providing a mix of compatible land uses
- Taking advantage of compact building design around transit centers
- Creating a range of housing opportunities and choices

- Creating walkable neighborhoods
- Strengthening and directing development towards existing communities
- Providing a variety of transportation choices

Within the southwest area of the City, the General Plan designates five “areas of change” that would need to go through a more detailed planning process. The PGDSP area is designated as one of these five “areas of change.” The General Plan objective for the PGDSP area is to help transition the area from a low-density, auto-focused interchange into a Mixed Use Transit Focus Area surrounding the Palomar Transit Station. The vision for the Mixed Use Transit Focus Area includes higher intensity residential uses, as well as mixed use developments that offer a combination of pedestrian-friendly residential, office, and retail uses with strong linkages to the Palomar Transit Station. A mix of retail and office uses would be located along Palomar Street with residential uses above and/or behind the retail and office uses.

Table 1, Palomar Gateway District Specific Plan Buildout Conditions, identifies the adopted General Plan land use designations and build-out conditions for the PGDSP area. Based on these adopted land use designations, projected build-out within the PGDSP area could include up to 2,400 dwelling units. Existing residential units total approximately 400 dwelling units within the PGDSP area. Therefore, a net increase of up to 2,000 dwelling units and several acres of commercial (retail and/or office) are proposed over the next 15 to 20 years within the PGDSP, consistent with the City’s General Plan.

Table 1 Palomar Gateway District 2005 General Plan Vision

General Plan Designation	Acreage (acres)	Maximum DU/AC	Maximum Potential Residential Units (acres x du/ac)	Existing Units		Net Increase (Potential Units minus Existing Units)
				Residential Units	DU/AC	
High Residential	35	27	949	189	5	760
Mixed Use Transit Focus Area	37	40	1,460	211	6	1,249
Retail Commercial	1	--	--	5	3	-5
Parks/Recreation	5	--	--	0	--	--
Total	78		2,400	400	5	2,000

Note: DU/AC = dwelling units per acre

Source: GI 2011

Market Study

A market study was prepared for the PGDSP by Gafcon, Inc., dated July 2011. The purpose of the market study was to determine whether the General Plan vision for the PGDSP is compatible with the area’s current and future market demands in terms of housing, retail, and office development. The study also looked at strategies to promote market investment in transit-oriented projects in the PGDSP. The Consultant (Gafcon) conducted the market analysis at the regional level, city level, and local (district and surrounding area) level. The study included an analysis of the demand for residential, retail and office development.

As part of the study, the consultant met with City staff, reviewed existing studies, and conducted a site reconnaissance. Existing market conditions were analyzed to identify feasible market opportunities. Area stakeholders were interviewed to identify opportunities and constraints. The consultant

forecasted near and long-term demand potential for key land uses, evaluated existing policy, and identified strategies to promote the development of key land uses. The conclusions of the market study are:

- *Residential Development* – The General Plan vision is very optimistic. In the future, the district is likely to generate a demand of up to 1,300 additional multiple-family residential units in the next 20 years, compared to the 2,000 projected by the General Plan vision.
- *Retail Development* – The study looked at the demand generated by four different factors: the primary market within 1.5 miles of the transit station; the secondary market located between 1.5 miles to 5 miles of the station; area workers; and cross border trade. In total, these categories generate a demand for approximately 100,000 additional square feet of retail space in the next 20 years. This represents a development projection that is well below the expectation of the General Plan vision.
- *Office Development* – Based on regional employment and office market trends, the PGDSP has capacity to capture approximately 50,000 square feet of additional office space by 2030. This equates to about 2,000 square feet of annual demand. The PGDSP is not expected to become a notable center of office activity, because other areas such as the Urban Core and Eastlake are planned for additional office development. However, the PGDSP may capture office demand to provide office services to the surrounding community. Overall the General Plan land use designations generate far more capacity than the potential demand identified by the market study.
- *Other Market Study Recommendations:*
 - The PGDSP should promote flexible zoning and zoning incentives in terms of development standards
 - Preparation of the PGDSP should include a public outreach process to facilitate public participation and project review
 - The City should enter into public/private partnerships and collaborate early-on in the process
 - The PGDSP should address the provision of missing area infrastructure
 - The PGDSP should address the provision of public amenities, such as open spaces and streetscapes
 - The City should expedite project review and approval

PROJECT DESCRIPTION

The PGDSP has been prepared as the neighborhood-level planning document which provides updated zoning regulations, development standards and design guidelines to implement the planned land uses, through the year 2030, as envisioned by the City's 2005 General Plan. In addition to being a land use regulatory document, the PGDSP also outlines the framework for the provision of urban amenities and other public improvements associated with new development.

PGDSP Land Use Buildout

Based on the City's General Plan, the City's population is projected to reach approximately 300,000 by the year 2030. Based on the 2010 Census, the current population for Chula Vista is 243,916 people. The City's General Plan includes intensification of retail, office and residential uses with low emphasis on industrial uses in western Chula Vista. The General Plan also proposes the replacement of a significant amount of existing lower density commercial and residential development in western Chula Vista with mixed use and higher density residential types. Due to the length of time that build-out of the PGDSP is expected to take (20+ years), as well as the nature of urban revitalization, the exact extent, timing and sequencing of development is difficult to predict.

The results of the market study, described above, helped to refine the overall projected development build-out for the Palomar Gateway District as described as follows. The projected build-out for the District and its four subdistricts is illustrated in Table 2, Palomar Gateway District Existing and Proposed Development 20-Year Horizon.

Table 2 Palomar Gateway District Existing and Projected^(1,2) Development 20-Year Horizon

	Existing Development	Projected Additional Development	Total Estimated Buildout	Estimated Buildout by Sub-District			
				MU-1 (3.5 ac.)	MU-2 (31.5 ac.)	PRV (43.5 ac.)	PNRC (1.5 ac.)
Residential (Units)	400	1,300	1,700	150 ⁽³⁾	450 ⁽⁴⁾	700	
Retail (Sq. Ft.) ⁽⁵⁾	200,000	100,000	300,000	10,000	85,000		5,000
Office (Sq. Ft.) ⁽⁵⁾		50,000	50,000	5,000	40,000		5,000
Industrial (Sq. Ft.)	30,000						

⁽¹⁾ Numbers are approximations.

⁽²⁾ Projected residential units and commercial square footages are based on 2011 Market Study (Gafcon, Inc.).

⁽³⁾ Projected residential units for MU-1 Sub-District are based on the designated FAR with the proportional commercial development indicated on note 5 below.

⁽⁴⁾ Sub-Districts MU-2 and PRV residential units were estimated proportional to the Sub-District land area.

⁽⁵⁾ Retail/Office square footages are assumed 10%/90% split of projected buildout between the MU-1/ MU-2 Sub-Districts, which is roughly proportional to the Sub-Districts land area.

It should be noted that the exact extent, timing and sequence of development that may occur over the 20 year planning horizon is difficult to ascertain due to a number of factors unique to urban revitalization. The PGDSP is not a static document and as such will be evaluated on an on-going basis to assess progress towards buildout projections, priority rankings of important public improvements and other issues that may arise. A series of checks and balances will be part of that process and include, but may not be limited to, review under the City's Growth Management Ordinance, the bi-annual budgetary and CIP cycle, and five-year assessment of the PGDSP. Additional planning and environmental review would be required if the buildout projections are approached and achieved prior to the 2030 planning horizon.

Subdistrict Land Use and Development Regulations

The PGDSP is divided into four subdistricts, as shown in Attachment B, Site Location Map, which include:

- 1) Palomar Transit Plaza (MU-1)
- 2) Palomar Mixed Use Corridor (MU-2)
- 3) Palomar Residential Village (PRV)
- 4) Palomar Neighborhood Retail Cluster (PNRC)

The following discussion provides a summary of the land use and development regulations identified in the PGDSP for the four subdistricts. Upon approval of the PGDSP, future development projects within all subdistricts would be designed, constructed and established in compliance with the development standards, regulations and design guidelines proposed in the PGDSP.

Palomar Transit Plaza Subdistrict (MU-1)

The Palomar Transit Plaza Subdistrict is located at the southeast corner of the Palomar Street and Industrial Boulevard intersection and occupies an area of approximately 3.3 acres (see Attachment B, Site Location Map). The PGDSP proposes the following permitted land uses within the Subdistrict: transit center (trolley/bus station), public open spaces (plaza/piazza/courtyard), residential, retail, office and civic.

The purpose of the Palomar Transit Plaza Subdistrict is to enhance and improve the land uses in this area and the functions of the Palomar Transit Station. The proposed land uses would create a multi-use transit plaza that would serve transit users, residents, and shoppers and would contain public open space including a plaza, piazza or courtyard that would connect with an active/passive open space park. Attachment C, Development Standards for Palomar Transit Plaza Subdistrict (MU-1), identifies the new permitted land uses, FAR, building heights, building setbacks, open space requirements and parking regulations proposed for the subdistrict.

Mixed Use Corridor Subdistrict (MU-2)

The Mixed Use Corridor Subdistrict includes properties generally located along Palomar Street. The Subdistrict extends from I-5 to a point mid-block between Industrial Boulevard and Broadway (see Attachment B, Site Location Map). The Subdistrict also includes properties located on the west side of Walnut Street and Frontage Road. The purpose of the Mixed Use Corridor is to encourage the development and mixture of residential and commercial (retail or office) elements, to create, in conjunction with the Palomar Transit Plaza, the transit-oriented, multi-use District envisioned by the City's General Plan. The Subdistrict regulations would afford the flexibility to allow development of residential and commercial projects as the determined by market conditions.

While the market and property ownership decisions ultimately drive development and redevelopment of individual parcels in this subdistrict, consideration should be given to develop the vacant parcel south of Palomar Street, formerly known as the "pumpkin patch" site, with educational office uses such as an educational annex of a local college or university, or other private educational facilities, as allowed pursuant to the land use matrix (Section 3.3.2 of the PGDSP)

Attachment D, Development Standards for Mixed Use Corridor Subdistrict (MU-2), identifies the new permitted land uses, FAR, building heights, building setbacks, street wall frontage, open space requirements and parking regulations proposed for the subdistrict.

Palomar Residential Village Subdistrict (PRV)

The Palomar Residential Village Subdistrict includes all of the properties bounded by Ada Street (north and south side), Industrial Boulevard, Frontage Road, and Anita Street, except the properties located at the northwest corner of Industrial Boulevard and Anita Street, which are designated commercial (see Attachment B, Site Location Map). The PGDSP proposes the following land uses within the Palomar Residential Village Subdistrict: apartment complexes, townhome complexes, and garden apartment complexes.

The Palomar Residential Village Subdistrict is currently developed with residential land uses, and under the PGDSP, this Subdistrict would continue to provide residential uses, although at a higher density than the existing condition. The purpose of the Subdistrict would be to enhance the residential characteristics of the area while allowing intensification to provide additional housing opportunities, support regional transit and support commercial uses in the vicinity. The Subdistrict regulations would promote and encourage an intensively developed residential environment, with appropriate environmental amenities such as open space areas, landscaping and off-street parking. Zoning for the Palomar Residential Village Subdistrict would occur pursuant to Chula Vista Municipal Code (CVMC) 19.28 R-3 Apartment Residential Zone and would implement the Residential-High (RH) designation of the General Plan. Attachment E, Development Standards for Palomar Residential Village Subdistrict (PRV), identifies the new permitted land uses, FAR, building heights, building setbacks, open space requirements and parking regulations proposed for the subdistrict.

Palomar Neighborhood Retail Cluster Subdistrict (PNRC)

The Palomar Neighborhood Retail Cluster Subdistrict includes the properties located along the west side of Industrial Boulevard north of Belvia Lane and Anita Street and comprises an area of about 1.5 acres (see Attachment B, Site Location Map). Permitted land uses within the Palomar Neighborhood Retail Cluster Subdistrict include commercial retail and commercial office.

The purpose of the Palomar Neighborhood Retail Cluster Subdistrict would be to provide a commercial retail center to serve the adjacent residential neighborhood. Zoning for the Subdistrict would occur pursuant to CVMC 19.34 Neighborhood Commercial (CN) Zone and would implement the Commercial Retail (CR) designation of the General Plan. The proposed PGDSP regulations would ensure that the character of the Palomar Neighborhood Retail Cluster Subdistrict would be compatible with and complement the surrounding residential area. Attachment F, Development Standards for Palomar Neighborhood Retail Cluster Subdistrict (PNRC), identifies the new permitted land uses, FAR, building heights, building setbacks and parking regulations proposed for the subdistrict.

Design Guidelines

Chapter 4 of the PGDSP contains design guidelines for future development within the PGDSP area. Specific design guidelines for gateway corners, major arterials, areas adjacent to I-5 and streetscape improvements have been identified. The PGDSP design guidelines would apply to both new development and the rehabilitation of older structures. The guidelines would encourage an area that is economically stronger, more recognizable, and rich in sense of place and identity.

Infrastructure and Public Facilities

Chapter 5 of the PGDSP describes the infrastructure and public facilities applicable to future development within the PGDSP area, including water supply, sewer, drainage, solid waste disposal, law enforcement and emergency services, schools, parks and recreation facilities, energy and telecommunications. This chapter of the PGDSP also includes a list of commonly used mechanisms to fund public facilities.

Information related to infrastructure and public services provided in the PGDSP is based upon overall facilities planning and maintenance activities that were studied during the City's General Plan effort. Information in the PGDSP Infrastructure and Public Facilities Chapter provides the basis for utilities and services needed to serve the PGDSP area. Information from existing studies and the corresponding citywide implementation strategies are relied upon in large part for this chapter.

Plan Implementation and Administration

Chapter 6 of the PGDSP describes plan implementation and administration strategies. This chapter identifies guidelines for specific plan administration, previously conforming uses, exemptions, site-specific variances, development exceptions, specific plan amendments, and specific plan review.

PROPOSED DISCRETIONARY ACTIONS

The proposed discretionary actions to be taken by the Chula Vista City Council include the adoption of the PGDSP and the certification of the Final PEIR for the PGDSP.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The City of Chula Vista has determined that the proposed project may cause significant adverse environmental effects and potentially significant indirect, direct, and cumulative environmental effects. Therefore, the preparation of a PEIR is required in order to comply with State CEQA Guidelines Sections 15060 and 15081.

The PEIR will be prepared in compliance with the procedural and substantive requirements of CEQA (Public Resources Section 21000, et seq.) and the State of California CEQA Guidelines (California Code of Regulations, Section 15000 et seq.) to address the potential environmental impacts resulting from implementation of the PGDSP.

In accordance with CEQA requirements, the environmental impact analysis will outline the environmental setting of the project, and identify potential environmental impacts, assess the significance of the potential impacts, present mitigation measures for potentially significant adverse environmental impacts, and determined the significance of impacts after mitigation.

The PEIR will address cumulative impacts, growth-inducing impacts, effects found not to be significant, irreversible environmental effects, and alternatives to the project. With respect to alternatives, the PEIR will consider a range of project alternatives that may eliminate or reduce significant adverse environmental effects of the project. At a minimum, project alternatives will include the "No Project Alternative."

The City of Chula Vista has determined that the following issues must be addressed in the PEIR.

Land Use, Planning and Zoning

Potential inconsistencies of the proposed PGDSP land uses with pertinent adopted local, regional, state and federal land use plans, programs and policies will be assessed. The potential for the proposed project to physically divide and/or adversely affect community character will also be evaluated.

Landform Alteration/Aesthetics

The PEIR will evaluate the potential landform alteration and aesthetic impacts associated with implementation of the PGDSP, including impacts to scenic vistas and roadways and the potential impacts to the visual character of the PGDSP area.

Transportation, Circulation and Access

This section of the PEIR will be based upon a Mobility Analysis prepared for the PGDSP area. Potential impacts of the proposed PGDSP land uses to the existing and planned facilities that would comprise the transportation network, including bicycles, pedestrians, public transit and roads, in the PGDSP area will

be assessed. In addition, impacts associated with increases in hazards due to a design feature or incompatible use, inadequate emergency access, and conflicts with alternative transportation policies will be analyzed.

Air Quality

The PEIR will include the preparation of a technical air quality analysis and a description of the findings of the air quality analysis in the document. The assessment of air quality impacts will be based on state and federal ambient air quality standards and on compatibility with the adopted air quality plans for the San Diego Air Basin. Localized and regional impacts of the proposed PGDSP will be evaluated based on projected traffic volumes at buildout. In addition, exposure of sensitive receptors to substantial pollutant concentrations and exposure of persons to objectionable odors will be assessed.

Global Climate Change

The PEIR will include the preparation of a global climate change technical report and a description of the findings of the global climate change analysis in the document. The assessment of greenhouse gas emissions will be based on thresholds prepared by the California Air Resources Board and the California Attorney General's Office. Greenhouse gas emission estimates for the PGDSP area will be based on project traffic volumes, energy consumption, water delivery and solid waste disposal at buildout.

Noise

The PEIR will include the preparation of a noise technical report and a description of the findings of the noise analysis in the document. Potential noise impacts will be evaluated based on projected PGDSP traffic volumes at buildout. Community noise analysis will be completed using the Federal Highway Administration Noise Prediction Model to determine future community noise equivalent levels. Projected noise levels will be evaluated against the proposed exterior land use-noise compatibility guidelines of the General Plan Noise Element.

Cultural Resources

A cultural resources technical report based on literature review, records research, and windshield survey, will be prepared to evaluate potential impacts to the cultural resources located within the PGDSP area. The PEIR will describe the findings of the cultural resources technical report, including the potential for the project to cause a substantial adverse change in the significance of historical resources, as defined in State CEQA Guidelines. Potential impacts to archaeological and Native American resources will also be addressed.

Paleontological Resources

Potential impacts of the proposed PGDSP to paleontological (fossil) resources will be evaluated based on secondary data sources, including the City's General Plan.

Biological Resources

A biological resources technical report will be prepared to evaluate potential impacts to biological resources located in the PGDSP area. The PEIR will describe the findings of the biological resources technical report, including potential impacts to sensitive habitats, plant or animal species, and potential wetlands/waters of the U.S. The PEIR will also discuss project consistency with applicable biological resources regulations.

Hydrology and Drainage

The PEIR will include a discussion of applicable regulations governing both hydrology and water quality. In particular, the PEIR will address the project's potential impacts associated with hydromodification and potential water quality pollutants generated from construction and operation of the project. Potential impacts to persons and property due to flood hazards will also be assessed.

Geology and Soils

Potential impacts to persons and property due to geologic and soils hazards (e.g., faulting and seismicity, slope stability, liquefaction) associated with the proposed PGDSP will be assessed based on secondary data sources. In addition, potential soil erosion impacts will be evaluated.

Public Services and Utilities

Potential impacts to parks and recreation, schools, libraries, and police, fire and emergency medical protection services will be assessed pursuant to the City of Chula Vista Growth Management Program/Ordinance and other pertinent standards where applicable.

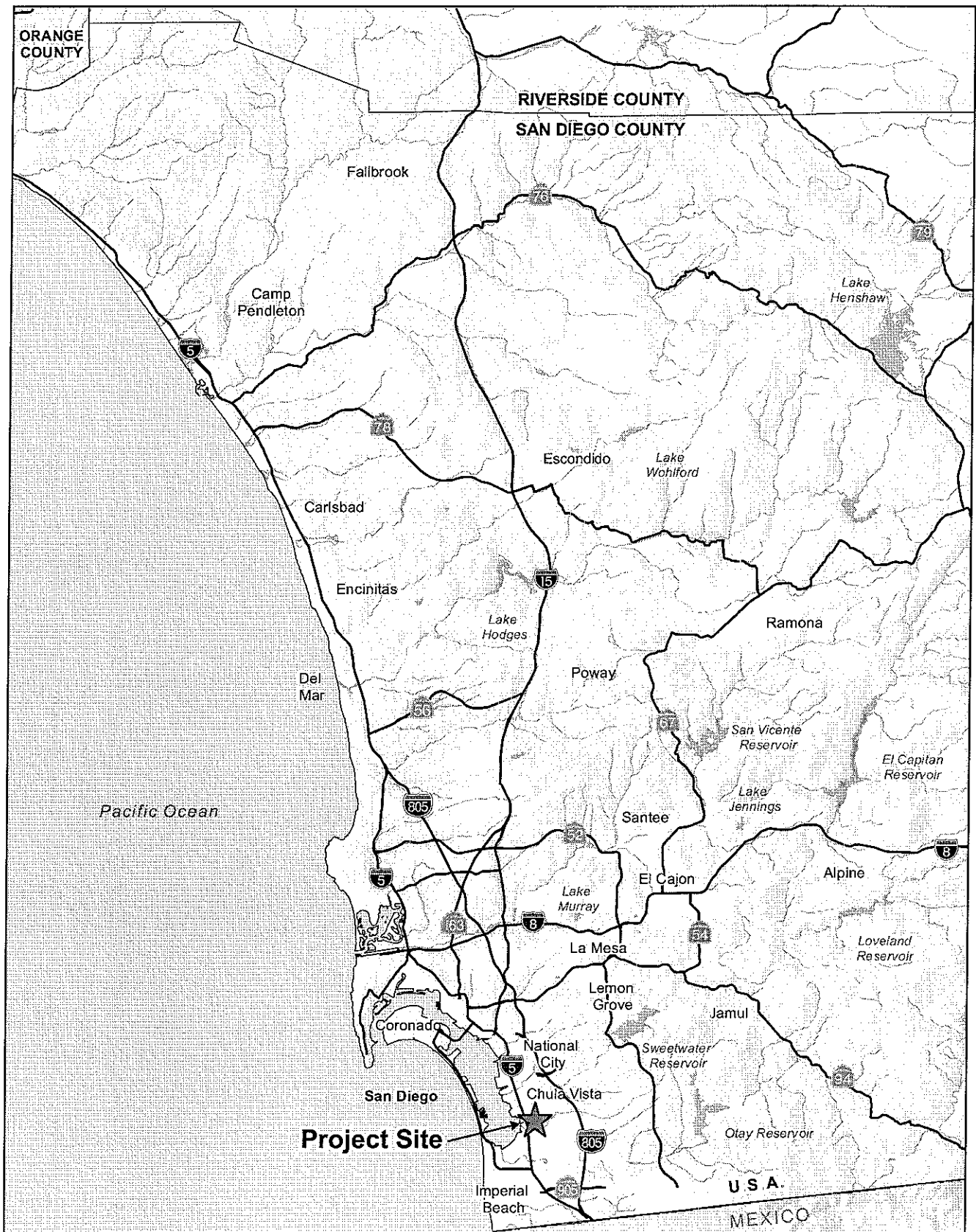
The ability of existing and planned water, sewer, and solid waste systems and facilities to meet projected demand at buildout and necessary modifications to existing infrastructure, as well as additional infrastructure necessary to meet projected demands, will also be evaluated in the PEIR. A wastewater assessment/sewer study will be prepared as in support of the project and summarized in the PEIR. Potential impacts associated with utilities will be assessed pursuant to the City of Chula Vista Growth Management Program/Ordinance, other pertinent standards where applicable, and the project-specific sewer capacity study.

Hazards and Hazardous Materials

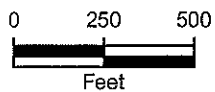
The PEIR will include the preparation of a Phase I Environmental Site Assessment to evaluate the project's potential to create a significant hazard to the public or environment through pre-existing hazardous contamination. The PEIR will summarize the results of the Phase I Environmental Site Assessment in addition to addressing potential impacts associated with the use and accidental release of hazardous materials, including near schools, the interference with an adopted emergency response plan and hazards associated with airport operations.

Housing/Population

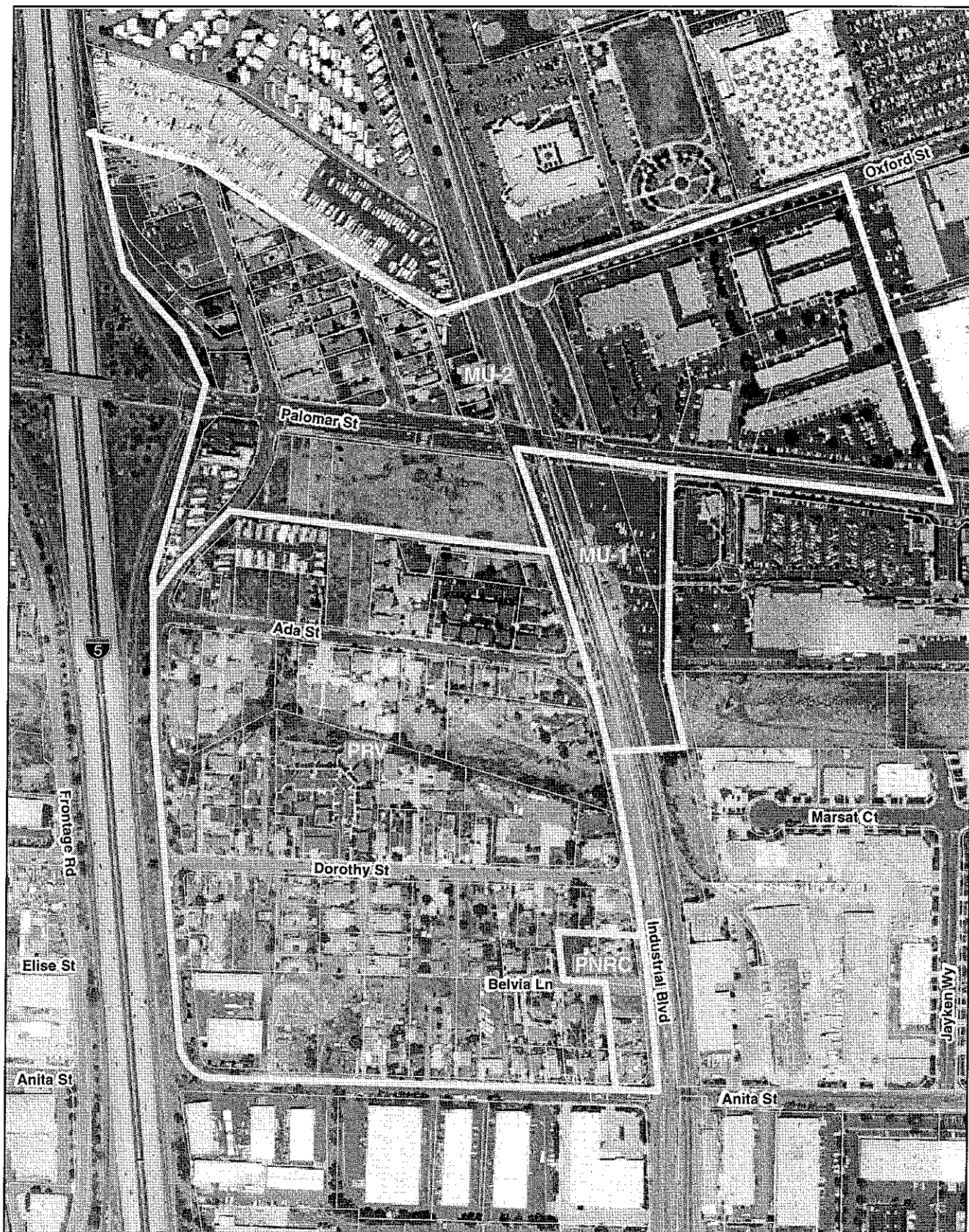
The PEIR will include a description of the existing and forecasted population, housing and employment in the City for the PGDSP area based on data obtained from SANDAG, and identify proposed increases in population and housing that would occur with implementation of the proposed project. The analysis will address the project's potential to directly or indirectly induce population growth, or to displace substantial numbers of housing or people.



Source: SanGIS 2009; CASIL 2009



REGIONAL LOCATION MAP ATTACHMENT A

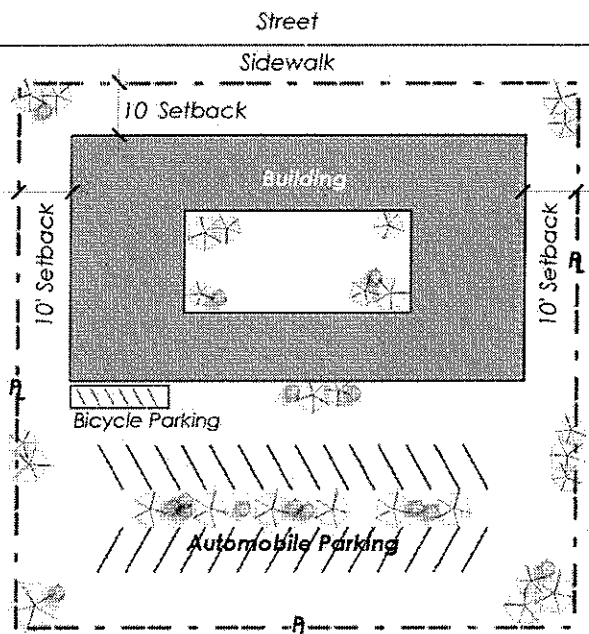
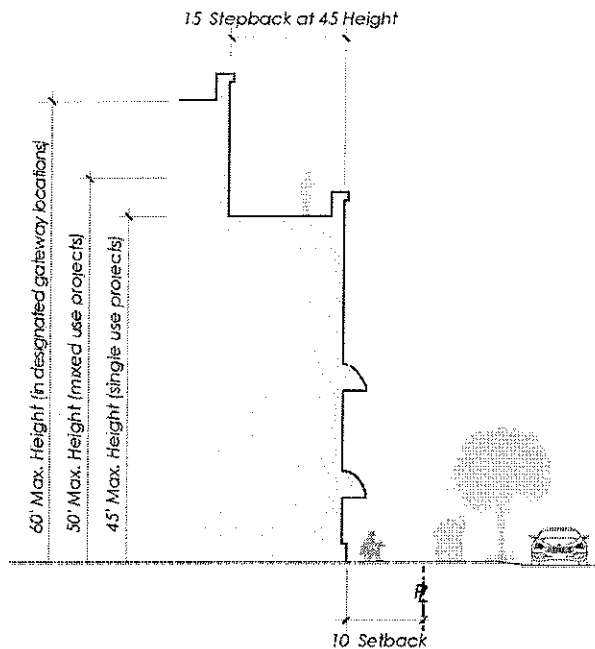


Source: SanGIS 2011; CASIL 2011

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Feet



SITE LOCATION MAP ATTACHMENT B



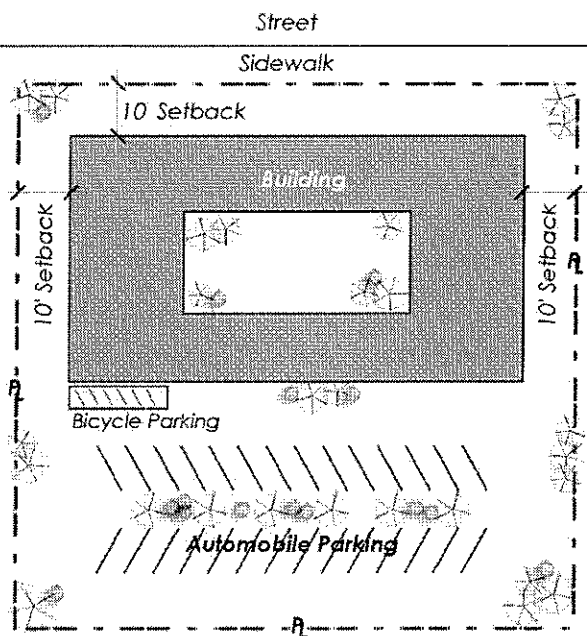
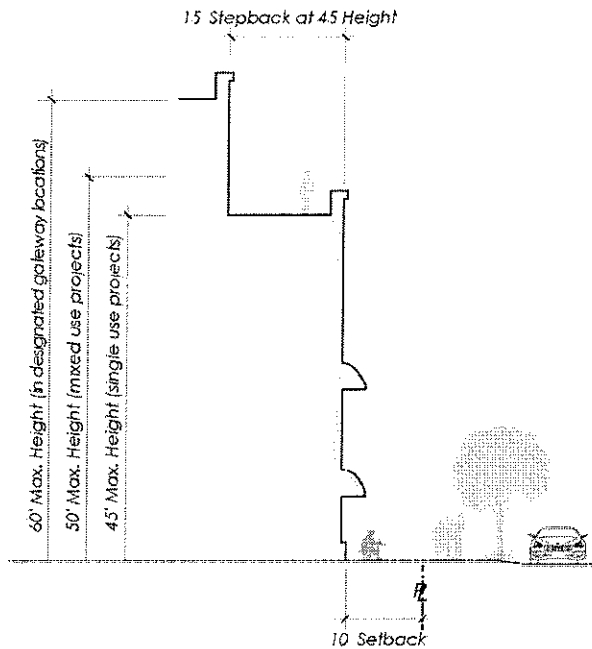
Development Regulations

1. Permitted Land Uses:
 - Transit Center (Trolley/Bus Station)
 - Public Open Spaces (Plaza/Piazza/Courtyard)
 - Residential
 - Retail
 - Office
 - Civic
2. Floor Area Ratio: 2.0
3. Building Height:
 - a) 45 feet maximum for Single Use Projects;
 - b) 50 feet maximum for Vertical Mixed Use Projects;
 - c) Up to 60 feet for Projects in specially designated Gateway locations
4. Building Setback: 10 feet along property lines
5. Building Stepback: 15 feet for buildings higher than 50 feet
6. Open Space Requirements: 200 sq. ft. per dwelling unit
7. Parking Regulations
 - Parking Locations: Any, except fronting on the street or in front of buildings
 - Residential Parking: 1 space per unit
 - Non-residential Parking: Minimum 2 spaces per 1,000 sq. ft. of commercial space
 - Bicycle parking per CVMC 15.12 (Green Building Standards), as may be amended from time to time.

Source: City of Chula Vista 2011

No Scale

DEVELOPMENT STANDARDS FOR PALOMAR TRANSIT PLAZA SUBDISTRICT (MU-1) ATTACHMENT C



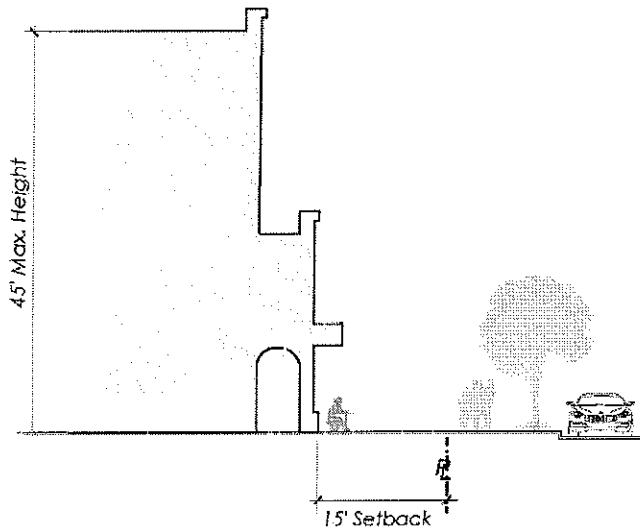
Development Regulations

1. Permitted Land Uses:
 - Residential/Commercial Mixed-Use (vertical or horizontal)
 - Commercial Retail
 - Commercial Office
2. Floor Area Ratio: 1.5
3. Building Height:
 - a) 45 feet maximum for Single Use Projects;
 - b) 50 feet maximum for Vertical Mixed Use Projects;
 - c) Up to 60 feet for Projects in specially designated Gateway locations
4. Building Setback: 10 feet along property lines
5. Building Stepback: 15 feet for buildings higher than 50 feet
6. Street Wall Frontage: 50% Min.
7. Open Space Requirements: 200 sq. ft. per dwelling unit
8. Parking Regulations
 - Parking Locations: Any, except fronting on the street or in front of buildings
 - Residential Parking: As required per CVMC 19.62, as may be amended from time to time.
 - a) 1.5 spaces per unit for studios and one bedroom units
 - b) 2 spaces per unit for units with two or more bedrooms
 - Non-residential Parking: Minimum 2 spaces per 1,000 sq. ft.
 - Bicycle parking per CVMC 15.12 (Green Building Standards), as may be amended from time to time.

Source: City of Chula Vista 2011

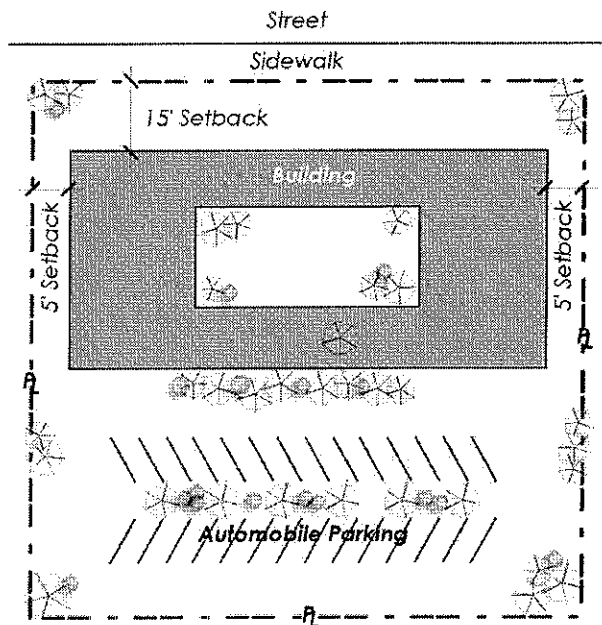
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DEVELOPMENT STANDARDS FOR MIXED USE CORRIDOR SUBDISTRICT (MU-2) ATTACHMENT D



Development Regulations

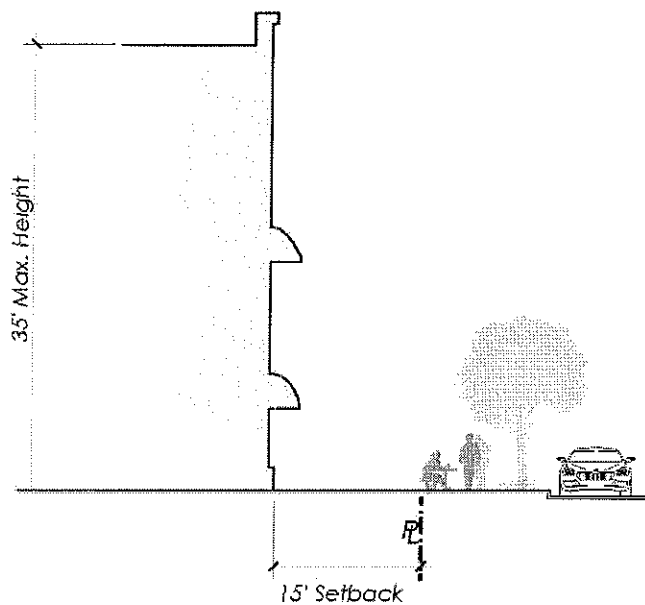
1. Permitted Land Uses:
 - Apartment Complexes
 - Townhome Complexes
 - Garden Apartment Complexes
2. Building Height: 45 feet maximum
3. Building Setback:
 - Front and rear: 15 feet
 - Side yard: 10 feet (with both interior)
 - Corner lots: 10 foot exterior yard, 5 foot interior yard
4. Parking Regulations
 - Parking Locations: Any, except fronting on the street or in front of buildings
 - Residential Parking: As required per CVMC 19.62, as may be amended from time to time.
 - a) 1.5 spaces per unit for studios and one bedroom units
 - b) 2 spaces per unit for units with two or more bedrooms



Source: City of Chula Vista 2011

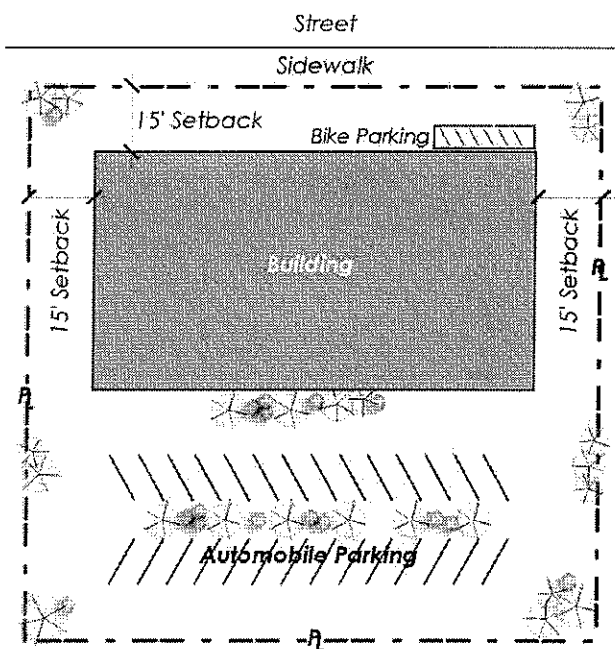
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DEVELOPMENT STANDARDS FOR PALOMAR RESIDENTIAL VILLAGE SUBDISTRICT (PRV) ATTACHMENT E



Development Regulations

1. Permitted Land Uses:
 - Commercial retail
 - Commercial office
2. Building Height: 35 feet maximum
3. Building Setback: 15 feet
4. Parking Regulations
 - Parking Locations: Any, except fronting on the street or in front of buildings
 - Retail: Generally 1 space per 200 sq. ft.
 - Office: Generally 1 space per 300 sq. ft.
 - Other: As required per CVMC 19.62, as may be amended from time to time.
 - Bicycle parking per CVMC 15.12 (Green Building Standards), as may be amended from time to time.



Source: City of Chula Vista 2011

No Scale

DEVELOPMENT STANDARDS FOR PALOMAR NEIGHBORHOOD RETAIL CLUSTER SUBDISTRICT (PNRC) ATTACHMENT F